

The China Mail.

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號三月三日三十九百八十一英

HONGKONG, FRIDAY, MARCH 3, 1893.

五十五年正月

PRICE, \$2 PER MONTH.

Shipping.

Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR FOOCHOW AND TIENTSIN.

The Steamship "Glenavon,"

Captain Price, will be despatched to

ROW, the 4th Instant, at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWINE,

Agents.

Hongkong, March 3, 1893. 404

STEAM TO STRAITS AND BOMBAY.

(Calling at COLOMBO, if sufficient indications offered.)

The P. & O. S. N. Co.'s

Steamship "Glenavon,"

Capt. E. R. Buxton, will

leave for the above place, to-morrow,

the 4th March, at Noon.

For Freight, apply to

H. H. JOSEPH,

Superintendent.

P. & O. S. N. Co.'s Office,

Hongkong, March 3, 1893. 365

GLEN LINE OF STEAM PACKETS.

FOR LONDON VIA SUEZ CANAL.

The Steamship "Glenavon,"

Captain E. Norman, will

be despatched as above

TO-MORROW, the 4th Instant, at Noon.

This Steamer has Superior Accommodation for Passengers and carries a Doctor and Stewardess.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Agents.

Hongkong, March 3, 1893. 366

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI (DIRECT).

(Taking cargo & passengers at through rates

for CHEFOO, TIENTSIN, HANKOW

and Ports on the YANGTZE.)

The Co.'s Steamship

"Glenavon," Capt. R. G. D. Brainerd,

will be despatched as above

above on SATURDAY, the 4th Inst., at

4 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, March 3, 1893. 364

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship

"Glenavon," Captain Scale, will

be despatched as above on

SUNDAY, the 5th Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWINE,

Agents.

Hongkong, March 2, 1893. 406

FOR NEW YORK VIA SUEZ CANAL.

The Steamship

"Glenavon," West Commander, will

be despatched as above on

TUESDAY, the 7th Proximo, at

Noon.

For Freight or Passage, apply to

DODWELL, CARLILL & Co., Agents.

Hongkong, February 28, 1893. 368

FOR SINGAPORE, HAVRE AND HAMBURG.

(Calling at NAPLES for landing Passengers if sufficient indications offered.)

(Taking cargo at through rates to

ANTWERP, AMSTERDAM, ROTTER-

DAM, LISBON, OPORTO, LONDON,

LIVERPOOL and BREMEN.)

The Steamship

"Glenavon," Captain E. Nagel, will

be despatched for the 8th

March, at Noon.

This Steamer has superior Accommodation for First and Second Class Passengers, and carries a Doctor and a Stewardess.

For Freight or Passage, apply to

SIEMSEN & Co., Agents.

Hongkong, February 27, 1893. 373

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

The Steamship

"Glenavon," Captain Linz, will be

despatched on the 8th

Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWINE,

Agents.

Hongkong, March 2, 1893. 403

OCEAN STEAMSHIP COMPANY.

The Co.'s Steamship

"Glenavon," Capt. Day, will be

despatched at about

FRIDAY, the 10th Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWINE,

Agents.

Hongkong, March 2, 1893. 407

Sailing Vessels.

FOR SAN FRANCISCO.

The 100 A. J. British Brig

"Celtic Chief,"

Owen, Master, will be chartered for

the above Port, and will have

quick despatch.

For Freight, apply to

SHEWAN & Co., Agents.

Hongkong, February 20, 1893. 366

AGENTS FOR THE CHINA MAIL.

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL, £1,000,000.

SUBSCRIBED CAPITAL, £500,000.

HEAD OFFICE—HONGKONG.

Directors.

D. GRIMES, Esq.

Chairman.

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Secretary.

O. J. HIRST, Esq.

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KWAN HOI CHUN, Esq.

Chief Manager.

GEO. W. P. PLAYFAIR.

Branches.

LONDON, YOKOHAMA, SHANGHAI, AMOY

AND FOOCHEW.

THE COMMERCIAL BANK OF SCOTLAND.

PAUL'S BANKING CO. AND THE ALLIANCE

BANK (Ltd.).

Interest for 12 months Fixed 5%.

do 6 do 4%

do 3 do 3%

Current Accounts 2%.

Hongkong, January 1, 1893. 47

Notice of Fifth.

NOTICE.

M. R. OTTO GSCHWIND has been authorized to sign our Firm for Procuration from this date.

RÄDECKER & Co.

Hongkong, March 1, 1893. 395

Banks.

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL, \$2,000,000.

CAPITAL CALLED UP, \$1,000,000.

RESERVE FUND, \$22,639.13.

Board of Directors.

W. M. KNIGHT, Esq., Chairman.

Adolf van Andrié, Esq.

E. B. SASSON, Esq.

Albert Ivason, Esq.

David McLean, Esq.

Hongkong Committee.

The Hon'ble O. P. CHATER.

The Hon'ble J. J. BELM-LEWIS.

H. H. HORTON, Esq.

Head Office:

3, PEPPER STREET, LONDON.

Branches:

BOMBAY, CALCUTTA, HONGKONG AND SHANGHAI.

PEKING, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST,

Allowed on Current Accounts and Fixed Deposits, can be ascertained on application.

CHANTREY INGBOLD, Manager.

Hongkong, February 7, 1893. 247

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$10,000,000.

RESERVE FUND, \$3,000,000.

RESERVE LIABILITY OF \$10,000,000.

COURT OF DIRECTORS:

H. HOPFERS, Esq., Chairman.

C. J. HOLLINAY, Esq., Deputy Chairman.

James J. Bell, J. S. LAPRAK, Esq.

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THE CHINA MAIL.

No. 9384.—MARCH 3, 1893.

Notices to Consignees.

NOTICE TO CONSIGNEES.

STEAMSHIP STRATHLEVEN,
FROM NEW YORK

CONSIGNEES of cargo are hereby requested to send their Bills of Lading to the Undersigned for countersignature, and to receive immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored into the Godowns of the Kowloon Waller & Gordon Co., at Kowloon, at Consignees' risk and expense, and no Fire Insurance will be effected.

All claims against the Steamer must be presented to the Undersigned immediately or they will not be recognized.

DODWELL, CARLILL & CO., Agents.

Hongkong, March 2, 1893. 398

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

The Company's S.S. *Kuteng*, having arrived from the above Ports, Consignees of cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after the 3d Instant, at 4 p.m., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., General Managers.

Hongkong, March 1, 1893. 389

For Sale.

FOR SALE.

THE GOOD S.S. PEKIN and S.S. KWONG-MO.

For particulars, apply to

SUI KEE CHAN,

53, Bonham Strand West.

Hongkong, November 14, 1892. 1899

To Let.

TO LET.

NO. 4, "CAMDEN VILLAS," Peak.—A Large and Convenient FAMILY RESIDENCE. Possession on 31st March next.

HOUSES, Nos. 21 and 26, "BELLIOS TERRACE," Robinson Road.

ROOMS on Top Floor of No. 10, LEE HOUEN STREET, above the "City Club."

HOUSE, No. 1, BUDDLE STREET, or in Flats.

GODOWNS in DUDDELL STREET.

HOUSE, No. 3, "BEACONFIELD ARCADE," facing Parade Ground.

ROOMS in Fins; Floor of House No. 24, "BANK BUILDINGS," Queen's Road.

ROOM in "BEACONFIELD ARCADE," Queen's Road.

BUNGALOW "DELMAR," Yow-ma-teo.

GODOWNS or OFFICES, First Floor, at back of "MARINA HOUSE."

Apply to

BELLIOS & CO.

Hongkong, March 2, 1893. 409

HONGKONG HOTEL Co., Ltd.

NOTICE.

ROOMS TO LET.

FOR OFFICES and/or CHAMBERS on the Ground and First Floors of the HOTEL, facing QUEEN'S ROAD and PEDDER STREET. With immediate entry if required.

For particulars, apply to

R. LYALL,

Secretary.

Hongkong, December 8, 1892. 2163

TO LET.

NEW HOUSES in RIFTON TERRACE, Bonham Road, near Bruce Point.

NO. 4, BELLIOS BUILDINGS.

FLOORS in BLUE BUILDINGS.

OFFICES—SECOND FLOOR, Praya Central (lately occupied by Messrs. Dunn, May & Co.)

GODOWN, NO. 1, BLUE BUILDINGS.

SEMI-DETACHED HOUSES, at MAGAINE GAP.

Very cheap rental.

NO. 4 and 5, VICTORIA VIEW, Kowloon.

FLOORS, NO. 5, SHELLY STREET.

NO. 7, PRAYA CENTRAL, at present occupied by the NEW ORIENTAL BANK IN LIQUIDATION.

NO. 10, OLD BAILY.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, December 21, 1892. 2033

TO LET.

NOS. 3 and 8, KNUTSFORD TERRACE, Kowloon.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, February 6, 1893. 239

TO LET.

From May next—HERMITAGE, CAFE ROAD—FURNISHED.

* Rent moderate.

Apply to Dr. HARTIGAN,

Bank Buildings or at House.

Hongkong, February 20, 1893. 337

TO LET.

NO. 6, QUEEN'S ROAD (lately occupied by ATACK).

NO. 49, POTTINGER STREET.

Apply to

DAVID SASOON, SONS & Co.

Hongkong, February 9, 1893. 238

TO LET.

NO. 2, Praya Street, next to the Post Office—suitable for OFFICES or CHAMBERS.

Apply to

G. C. ANDERSON,

13, Praya Central.

Hongkong, March 1, 1893. 300

TO LET.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbours:

BAUDNAHLA, British barque, Capt. J. C. Jen.—Jardine, Matheson & Co.

Heian Maru, Hawaiian ship, Capt. A. N. Newell—Shewan & Co.

Entertainment.

HONGKONG SMOKING CONCERT CLUB.

NOTICE TO MEMBERS.

THE NEXT CONCERT will be held on March 4th, at 9.15 p.m., in the **THIRTY-SECOND ROYAL**. Major H. FAITHFULL, Captain, in the Chair. Members are reminded that they must show Port on SUNDAY, the 5th Instant, at Daylight.

JAMES A. LOWSON, Hon. Secretary. Hongkong, March 1, 1893. 385

Intimations.

NOTICE.

白 告 美 恒

HANG MEN beg to notify that the ANGLO-CHINESE LABELS used from 12th December, 1892, to 16th February 1893, for the Boxes of such Kinds of TEA, for the Boxes of such Kinds of TEA, CHUNG CHUN, CHAU NGAM, YU LAN CHUNG FU, &c., have now been discontinued and that, the former Trade Marks will be used accordingly. Customers, in Order to ascertain the genuineness of the Brands, are requested to carefully examine their colour and smell, which shew a marked difference from those of others. We beg further to give notice that the New Tea will be ready for delivery from the 5th March.

HANG MEE, 17, Bonham Strand West, Agent for HANG YUE, PAK HOI CHEW, HONAM, CANTON. Hongkong, February 27, 1893. 377

KÉBAO

SOCIÉTÉ ANONYME FRANÇAISE.

CAPITAL, 4,000,000 FRANCS.

A Société Kébaö (Kotkin) dont l'importance prend tous les jours de l'importance et qui est seule fourouisseur de la Marine Francaise du Tonkin, dont le bateau est brisé d'une façon régulière à bord des Steamers des Marques MARINETTES, est par son bateau à bord du "Hainhong," venu introduire Charbons sur la place de Hongkong et c'est le soin son Agence à la maison

SHEWAN & CO., Praya Central, Hongkong, à partir du 1er November, 1892. Le Directeur Général de Kébaö, HENRY PORTAL. Kébaö le 10 December, 1892. 2234

CHAS. J. GAUPP & Co., Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

Various & Choice CELESTIAL BINOCULARS and TELESCOPES, MICROSCOPE and OTHER COMPANIES, ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS, ENGLISH SILVER & ELECTRO-PLATED WARE, CHRISTIE & CO.'S ELECTRO-PLATED WARE, GOLD & SILVER JEWELLERY in great variety.

DIAMONDS —

DIAMOND JEWELLERY, A Splendid Collection of the Latest London Patterns, at very moderate prices. 745

THE MIKE COAL MINING COMPANY.

AREIVAL March 3.—

Empress of Japan, British steamer, 3,003.

Goo. A. Lee, R. N.R., Vancouver via Japan, and Shanghai February 28, General. —

P. R. Co., British steamer, 675, A. W. R. Cobain, Manila February 24, General.—

Diamond, British steamer, 1,030, Thow, Penang and Singapore February 23, General.—

Empress of Japan, British steamer, 2,400, Mr. E. H. McIntosh, E.N.R., Saigon February 26, Rice and Paddy.—Gibb, Livingston & Co.

Chow Fa, British steamer, 1,057, F. W. Phillips, Bangkok February 24, Rice and General.—Yon Fox Boat.

Chun, Chinese steamer, from Canton.

Memon, British steamer, 826, B. Branch, Sandakan February 26, Timber and General.—

Harmony, British steamer, 1,000, for Singapore, February 24, Timber and General.—

Perseus, British steamer, 1,000, for Singapore, February 24, Timber and General.—

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Perseus, British steamer, 1,000, for Singapore, February 24, Timber and General.—

Perseus, British steamer, 1,000, for Singapore,

THE CHINA MAIL.

Mr. Geo. Jamison, Assistant Judge of H. B. M. Court in China, arrived here this morning from Shanghai in the C. P. R. s.s. *Empress of Japan*. His Honour will proceed to Swatow, to try the case against the Customs tiderman there for shooting, which comes on for hearing on the 10th. Mr. H. M. Wilkinson also arrived by the same steamer.

INFORMATION was received by telegraph yesterday that the sailing vessel *Penshaw*, which left Hongkong on 9th November last for the Philippines to load wood for port, had run upon an unknown coral reef and became a total loss. She had not shipped her full cargo at the time. The property of Messrs. H. G. Brown and Co., Limited, the *Penshaw* was commanded by Captain Wood, but at the time of the accident was under the charge of Captain Speedley. She is said to have been insured for \$10,000.

The police are at present investigating a case of alleged piracy in the vicinity of the Colony. It is stated that a small-sized junk which arrived at Yau Ma Tei early this morning had on board the body of a man who had been shot dead, and two members of the crew who had been seriously wounded at the same time. The statement of the uninjured members of the crew is to the effect that they were attacked by another junk outside Green Island, and when the attack was repelled the aggressors fired upon them, killing one of the crew and wounding two others. The wounded men were taken to the Government Civil Hospital, and one of them has since died. Doubts are entertained as to the truth of the men's statement of how their companions were shot, and there is also some doubt as to whether the alleged piracy took place within the waters of the Colony or in Chinese waters; and the investigations of the police are being directed to clear up these doubtful points.

Last night's meeting of the "Odd Volumes" was what the "penny-a-liner" would describe as "great success." The "Odd Volumes"—who are male and female—met in the Hongkong Hotel to enjoy a Presidential Address—with just a dash of "social feature"—introduced to give the thing "taste." Here is a "notelet" which was extracted from one of the "Odd Volumes":—

"I waited to see if there was more ignorant person than myself who would venture to speak, but there is not (roars of laughter). I want to ask whether we can combine indoor with outdoor sports, such as 'An Evening with Brown-in' (Browsing) and 'An afternoon with Tennis-on' (Tennis)—(more roars of laughter). Also whether our proceedings are to be published, for if we cannot produce an *Ital* we might produce an 'odd essay' ('Odd-say')—(loud and prolonged laughter and cheers.) It would be a pity if such acrobatics of wit were not allowed to flash upon the little world of Hongkong through the public prints, and it is to be hoped the whole of the contents of this 'Odd Volume' may be so circulated that they may be devoured with avidity by 'the reading public.' Of course, we may have a surfeit of 'jokelots,' such as the wives of the 'Odd Volumes' being referred to as 'appendix' and their offspring as 'Second and Third Editions,' by popular Editors, with a portrait of the Author."

The receipts of the Philippine Customs during the month of December 1892 were \$436,025, being \$142,840 in excess of those collected during the same month in 1891.

A shock of earthquake of a few seconds' duration was felt at Manila shortly after 2 a.m. on the 27th ult.—The same phenomenon was also experienced along the provinces of Legazpi, Batanga, &c. No damage of any kind was reported.

EVERY now and again, says the *Hoppe News*, the Japanese journalists begin the passing time with speculations as to the *Kagoshima* collision. Again and again they have asserted that an action is to be brought against the P. & O. Company to recover damages, but nothing has followed the statement. Now the assertions have taken definite form and we learn that Minister Niire will lodge a suit in the British Court before March 10th. *Nous verrons.* In the meantime the *Yodogawa* at Nagasaki is being played for the decoration of the Japanese public. Kitano, the pilot, is undergoing a series of preliminary examinations enough to drive an ordinary mortal to swell Mr. Corlett's statistics. The Court is crowded each day, and what the decision will be it is not difficult to prognosticate.

The following are the particulars of the accident to the P. M. S. S. City of Peking, which was picked up by the tug *Vigilant* on the 6th February, and reached San Francisco the next day.—Capt. R. H. Searle at once sent the following report to the *Mercurian*:—

"We sailed from Yokohama January 19, at 11 a.m., latitude 41° 46' N., 131° 12' E., 1,120 miles from San Francisco, our shaft broke in the sleeve and we proceeded under sail. From that time until our arrival we experienced east and northeast winds, increasing at times to the force of a gale, and at no time did we have forty-eight hours of weatherly wind." Chief Engineer McClure gave to the United Press reporter the following report of the disaster:—

"We experienced rough weather after we left Yokohama. We got through it all right. On the 1st, when it was perfectly calm, the propeller broke off. We were about 1,120 miles from San Francisco. We put sail on her and did not sail well till we met the storm and waves broke over us repeatedly. We did not stop at Honolulu. We made for the China's route, hoping to pick up by her. All hands had plenty to eat, and, as you see, are looking well. Nobody was hurt, and but for the delay and storm it was a pleasant trip."

THE *Fengchung Gazette* of the 20th inst. says:—

"An awful tragedy was enacted last night in Campbell Street, which threw the people into a tumult into a terrible state of fear and consternation. It appears that shortly after six o'clock, a Japanese sailor belonging to the Dutch gunboat *Flores* was arrested by a native police constable for firing crackers in the above named street, whereupon the former drew out his knife and stabbed the latter in two places, which caused him to drop down. Just as the constable fell, a Malay detective ran up and seized hold of the sailor, who, however, managed to free himself and stabbed the detective in the right shoulder, severing an artery which resulted in almost instantaneous death. Detective Inspector Fiddes originally was the next man who endeavoured to secure the murderer, but was not so successful, and for the attempt he received a cut on the hand which injured him to the point of the way he had to let go. The murderer, who was a native, ran into a Japanese bazaar, followed by a Chinese detective and some native constables, who tried to take him custody, but no sooner did the man turn on them than they beat a precipitate retreat, and the detective, being in the rear of the others, had the misfortune to receive an ugly cut on the back. The Japanese then got into one of the bedrooms, and bolted the door. By this time news of the murder had reached the detective station, and Inspector Fiddes at once provided himself with a revolver and proceeded to the scene. Finding the door of the room in which the murderer had taken refuge bolted, Fiddes climbed up the partition and a sight of him the man, who had changed his clothes in the interval, opened the door and rushed out of the room in order to escape, when the Inspector fired three shots at him, one of which hit him in the leg and placed him *hors de combat*. He was immediately secured and disarmed, and sent to hospital along with the other wounded men, who, we learn, are all doing well. The deceased policeman left a family consisting of a wife and about a couple of children unprovided for, and considering that he has been killed in the execution of his duty, it is to be hoped that the Government will not fail to make an adequate compensation to the bereaved family for the sad loss of their bread-winner.

HONGKONG ODD VOLUMES.

The first meeting of the above newly-formed society was held yesterday evening in the Hongkong Hotel, when an inaugural address was delivered by Dr. Cantlie, the President. There was a large audience, which included a number of ladies. Dr. Cantlie, who met with a most cordial reception, said his first business was to introduce the "Odd Volumes" Society of Hongkong, and having done so he proceeded to explain what the Society is and what it intends to do. As to what the Odd Volumes are, he gave the following explanation:—A number of men whom a life beyond mere wage earning would be acceptable. To whom it occurs that at times in this politically and scientifically isolated island the higher life is fitting for us as us, and as days grow to years we find we come more and more to resemble the ordinary work-a-day-horse, who, led from his stable, pulls his load and completing his day's work, returns in the evening to muck his foal and sleep till morning. As to what the Society is, Dr. Cantlie proceeded to answer the question in the following characteristic way:—What are you to do?—what any one amongst you chooses to make us. If you! yes! you, the individual I now point at, have the ability to make this Society the most wonderful ever known. Do not put the blame on them. It is time to yourself and to blame if that Society proves a failure or drag an ignoble existence. It is because you had not the brains to make it a success. Let there be no mistake about this, no trifling the responsibility on your shoulders; if you have the power, that is, the intellectual ability you can fashion the debate to your like; you can lead the minds of the masses, whether you please. You do not have to; you have not the time! Work hours are long, and the climate is trying. Ah! I perceive you are but a strapping in the affairs of life whatever your years may be. No one believes you who is out of his teens and has taken his fit of breath of manhood and looked abroad on the world. The most proficient at work is the thinking man who has acquired information on many subjects. Some exclaim "Oh! I'm dabbler in many subjects." Some proclaim "I'm a dabbler in many subjects." Is

To those exporters from China, Hongkong, and Japan to London, or to other ports via London, who, from this date to 31st October next, have found it to their interest to confine their export and import trade, during that period, to the Ocean S. S. Co.'s line, it shall be the privilege of the *Traffic and General Cargo*, excluding *Silk* and *Treasure*.

To those who, on the 30th April, 1893, have found it to their interest to continue their support and shipments to the said line, I will allow a further five per cent on freight contributed up to 31st October, and ten per cent. on those from that date to 30th April, 1894.

Until further notice, shipments made by the P. & O. M. M., Glen, Shire, Bee, and Mutual Co. steamers will not invalidate claims for the above.

No "returns" will be payable on freight contributed by Rice and Oils from Japan, and the produce of the Eastern Archipelago transhipped at Hongkong.

Exporters applying in London on and after 1st January, and 1st July, 1894, respectively, must fill up and sign forms to be obtained from the Agents.

Air freight engagement actually made by other than the above-named line before receipt of this circular will not invalidate claims for the above returns.

Rowlands' KALYDOON.—A soothing, cooling, emollient milk for the skin. It prevents and removes freckles, sunburn, reduces eruptions of the skin, soothes and heals dings of insects, censers, prickly heat, and all irritations, produces soft skin, and a lovely delicate complexion. It is warranted free from any lead or mineral ingredients, and is perfectly harmless to the most delicate skin. Bottles 2s. 8d. and 4s. 6d. Ask for Rowlands' KALYDOON, at 20, Hatton, London.

SUPREME COURT.

IN ORIGINAL JURISDICTION.
(Before His Honour Mr. Fielding Clarke,
Chief Justice.)

Friday, March 3.

PLAIDER SMITH D. WHITFIELD AND OTHERS.
This is an action brought by the plaintiff to prevent the members of the Jockey Club from expelling him from the membership. The cause came before the Court on a preliminary point, as explained in the judgment of Dr. Gladstone dated the 27th August, 1885. Her Majesty the Queen granted and denied to certain persons as Trustees for the Jockey Club the "Race Course in the Happy Valley, with the buildings thereon and the easements and appurtenances thereto, to hold the same for fourteen years from the 24th day of June, 1884, for the purpose of [public] horse racing, and for other purposes of a similar nature." Mr. Robinson, instructed by Mr. H. E. Pollock, instructed by Mr. Master (or Messrs. Johnson, Stokes and Master) on behalf of the defendants.

Mr. Robinson said—This is a suit in which the plaintiff seeks by injunction to restrain the defendants from interfering with his rights and privileges as a member of the Hongkong Jockey Club, alleging that he has been wrongfully expelled from the club.

Mr. Pollock said—Important a function now—order that it may be said to have created the necessity for the Youth of Hongkong advertising themselves in the art of racing.

In every town and hamlet of Britain are societies under various names where opportunities are given for men to express their political and social views. The Hongkong Jockey Club have no right or property of any sort, issues have been settled in order to try the preliminary question whether the Court has jurisdiction to entertain the petition of the plaintiff before going into the merits of the case.

Further objection to the jurisdiction of the Court has been taken on this point, that under the rules which constitute a contrast between the members of the Club the plaintiff, since the date of his alleged expulsion, ceased to be a member of the racing association, and that his failure to pay his subscription for the racing year 1884–1885 within the time stipulated for Feb. 24. To that the plaintiff has replied that he was discharged by the acts of the defendants. The facts material to the present issue are contained, so far as the petition is concerned, in paragraphs 3 to 8 as follows:

3.—For more than five years the plaintiff was a subscriber to what was styled the "Race Fund" in Hongkong.

4.—On or about the fourth day of November, 1884, a meeting of the subscribers to the "Race Fund" of 1884 was held in the City Hall, Hongkong, at which meeting the plaintiff was present and took part in the proceedings.

5.—At the meeting mentioned in the last paragraph it was proposed and carried unanimously, "That it was desirable to place racing in Hongkong on a more satisfactory footing and for that purpose to organise a permanent racing association," and another resolution at the said meeting was duly carried, and was as follows:—

"That this Association be called the Hongkong Jockey Club, and that it is hereby constituted, A further resolution was passed to the effect that the Race Fund should be used for the racing year 1884–1885, and by the same rule members are required to pay their subscriptions on or before the 30th of November in each year for the racing year commencing on the 1st of that month, and it is provided that if a member's subscription is not paid before the 20th of November, he is liable to a fine of £10.00.

6.—After vindicating the right of the plaintiff to be a member of the Club.

7.—The plaintiff did not pay his subscription at the meeting for the racing year 1884–1885, but he was informed by the Stewards of the Club that he was discharged by the acts of the defendants.

8.—On or about the 28th day of January, 1885, rules and regulations were approved and passed, and the first rule of the Hongkong Jockey Club was constituted pursuant to resolutions passed at a meeting of the subscribers to the Race Fund, 1884, at the City Hall, Hongkong, on the 4th day of November, 1884. The plaintiff crave leave to refer to the rules and regulations of the Hongkong Jockey Club dated 1885.

9.—So far as the Answerer is concerned paragraphs 1, 4 and 13 are as follows:—

1.—The defendants admit the truth of the allegations contained in paragraphs 1, 3, 4, 5, 6, 8, 9, 11 and 12 of the Petition.

4.—In further answer to paragraphs 3, 4, 5, 6, 7, 8 and 9 of the Petition the defendant say as follows:

That from the years 1850 to 1884 there were public horse-races annually held in Hongkong, that such races were supported and maintained entirely by public subscription, that a meeting of the subscribers to the said Club was held on the 30th November, 1851, because of war between Italy and France, and was adjourned to the 1st of December, 1851, and was again adjourned to the 1st of January, 1852, because of war between Italy and France, and was again adjourned to the 1st of January, 1853, because of war between Italy and France, and was again adjourned to the 1st of January, 1854, because of war between Italy and France, and was again adjourned to the 1st of January, 1855, because of war between Italy and France, and was again adjourned to the 1st of January, 1856, because of war between Italy and France, and was again adjourned to the 1st of January, 1857, because of war between Italy and France, and was again adjourned to the 1st of January, 1858, because of war between Italy and France, and was again adjourned to the 1st of January, 1859, because of war between Italy and France, and was again adjourned to the 1st of January, 1860, because of war between Italy and France, and was again adjourned to the 1st of January, 1861, because of war between Italy and France, and was again adjourned to the 1st of January, 1862, because of war between Italy and France, and was again adjourned to the 1st of January, 1863, because of war between Italy and France, and was again adjourned to the 1st of January, 1864, because of war between Italy and France, and was again adjourned to the 1st of January, 1865, because of war between Italy and France, and was again adjourned to the 1st of January, 1866, because of war between Italy and France, and was again adjourned to the 1st of January, 1867, because of war between Italy and France, and was again adjourned to the 1st of January, 1868, because of war between Italy and France, and was again adjourned to the 1st of January, 1869, 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THE CHINA MAIL.

No. 9384, MARCH 3, 1893.

Mails.

Mails.

Intimations.

Intimations.

NORDDEUTSCHE LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ALEX.,
SUEZ, PORT SAID,
BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
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AND LUGGAGE.

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The Steamer has ample Accommodation
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For further Particulars, apply to

MELCHERS & CO.,
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Hongkong, February 13, 1893. 297

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STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
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MADRAS, CALCUTTA, ADEN, SUEZ,

PORT SAID,

MEDITERRANEAN AND

BLACK SEA PORTS, ALEXANDRIA,

MARSEILLES, LONDON,

HAVRE AND BORDEAUX;

ALSO

PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 8th March,
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and CARGO, will leave this Port for the
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cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted till
Noon.

Cargo will be received on board until 3
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the 7th March, 1893. (Parcels are not
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Company's Office.

G. DE CHAMPEAUX,
Agent,

Hongkong, February 22, 1893. 363

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COMPANY.

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OVERLAND RAILWAYS, AND FOUNDRY
AT YOKOHAMA AND SAN
FRANCISCO.

PROPOSED SALINGS FROM HONGKONG,
June, v. Honolulu...TUESDAY, Mar. 21.
Peru...SATURDAY, April 8.
Moy Rio de Janeiro...THURSDAY, April 27.

THE U. S. Mail Steamship CHINA
will be despatched for SAN FRANCISCO,
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LULU, on TUESDAY, the 21st March,
at 1 p.m., taking Passengers and Freight
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Packages will be received at the office until
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Francisco.

For further information as to Passage
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J. S. VAN BUREN,
Agent,

Hongkong, February 21, 1893. 318

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VIA
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PROPOSED SALINGS FROM HONGKONG,
Wednesday, THURSDAY, March 30.
Oceania, v. Honolulu, TUESDAY, April 18.
Gallic, v. Honolulu, TUESDAY, May 9.

THE Steamship DELGIO will be
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Yokohama, on THURSDAY, the 30th
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Hongkong, August 23, 1892. 1534

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Special rates (first class only) are granted to
Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.

All Parcels should be marked to
address in full; and same will be received at
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Comptor Involved to accompany Cargo
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J. S. VAN BUREN,
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Hongkong, February 13, 1893. 297

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HAVRE AND BORDEAUX;

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G. DE CHAMPEAUX,
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Hongkong, February 22, 1893. 363

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Hongkong, August 18, 1892. 1612

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Hongkong, February 22, 1893. 352

PROPOSED SALINGS FROM HONGKONG,
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Oceania, v. Honolulu, TUESDAY, April 18.
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Hongkong, February 22, 1893. 352

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